

-----Original Message-----

From: Johnson, Milton

Sent: Monday, March 15, 2004 2:22 PM

To: DL-SC AD-OD Fld/Site Mgrs; DL-SC Lab Directors; DL-SC All SC-1

Cc: Dever, Leah; Nguyen, Van; Metzler, John E.

Subject: FW: Lessons Learned: Vehicular Accidents in the Office of Science

Importance: High

Dear Colleagues:

Within the past four months, SC has experienced five serious vehicular accidents. While we see no common causes among these five accidents, the seriousness of the accidents and their frequency is alarming. We typically experience only two or three a year. The consequences of vehicular accidents can be quite severe.

The purpose of this note is to communicate to you the seriousness of these occurrences and to share with you the causal analyses and corrective actions that were taken as a result of these occurrences. It is my hope that the lessons learned from these occurrences will contribute to improved vehicular safety and help to prevent future occurrences. I request that you carefully review each of the four occurrence reports and the corrective actions with respect to the programs and physical conditions at your site. Then, make any improvements that would improve vehicular safety and prevent serious vehicular accidents from occurring at your site. Listed below are the five accidents; copies of the first four occurrence reports from the Occurrence Reporting and Processing System (ORPS) are attached.

1. November 7, 2003, Fermilab. A delivery truck driver backs into a pedestrian. The pedestrian experiences multiple contusions and abrasions, a fractured shoulder, and two fractured ribs. (CH-BA-FNAL-FERMILAB-2003-0002)
2. November 20, 2003, BNL. A pedestrian was struck while crossing a street in a crosswalk. The pedestrian suffered a neck sprain/strain and contusions to the buttocks and thigh. (CH-BH-BNL-BNL-2003-0022)
3. February 2, 2004, ORO. A security police officer was involved in a motor vehicle accident on Oak Ridge Turnpike. The officer was

diagnosed with a chip fracture in his neck. (ORO--WSOR-FEDBUILDINGS-2004-0001)

4. February 6, 2004, BNL. An employee slid on an ice-covered road into a tree. The employee received a minor head injury. (CH-BH-BNL-2004-0001)
5. February 26, 2004, Fermilab. A car was driven off the side of the road at 2:00 AM. The driver was taken by ambulance to a local hospital. The extent of the injuries is not yet known. Fermilab security stopped the driver for speeding just prior to the accident.

While the causal analyses and corrective actions have not been completed for the February accidents, the November accidents have led to many corrective actions that all SC labs should seriously consider.

For the delivery truck accident at Fermilab:

- Check the operation of back-up alarms on a weekly basis. Tag defective vehicles out of service until alarms are corrected.
- Keep turnaround areas clear.
- Require spotters when backing out of service roads.
- Add new signage along service roads: spotters required, pedestrian warning, 10 MPH speed limit.

For the crosswalk accident at BNL:

- Review adequacy of crosswalks: lighting, striping, warning signs.
- Reissue traffic safety policy and attach to each traffic violation.
- Revise traffic safety standard emphasizing employee accountability.
- Estimate the cost to install lighting at crosswalks.

Please review these events and their corrective actions and use this information to improve vehicle and pedestrian safety at your sites. These accidents are preventable, and I am very concerned with their potential severity.

Milt Johnson